these have induced the development of the transportation business which has progressed amazingly in a period of less than twenty-five years. Registrations as of January 1,1935, showed that 15,847 trucks and busses were operating in the Islands. To carry the figures forward into larger fields, nearly 200,000,000 pesos ($100,000,000) are invested in various classes of public utilities. Of this amount approximately forty per cent represents American capital and approximately sixty per cent Filipino capital. The Public Service Commission regulates public utilities.

Manila, the chief port of entry, is served by many steamship lines. This is so because Manila is strategically located at the crossroads of the world's trade routes. The docking facilities for these ships at Manila and other Philippine ports are satisfactory. In spite of the fact that American ships carry scarcely one-third of the Islands' freight, Philippine shipping has not been included in the American coastwise trade.

To have to travel on an inter-island vessel in time past was a trying ordeal. To make life bearable the passenger had to arrange to sleep on a cot on deck, and copious draughts of red wine were needed to wash down the unpalatable food. But accommodations on inter-island ships have changed in recent years, and markedly for the better. Travel by ship to the Islands' ports can now be made quickly and in comparative comfort.

Air services operate on regular schedules between Manila and Baguio, the sport and health resort of the Orient, between

Manila and Iloilo, a leading port city, and between Iloilo and adjacent places. Moreover, commercial aviation has a perfect safety record in the Philippines. Its outstanding achievement is that to date there has never been an accident. Government policy looks to encouraging the expansion of aviation.

Whether by Moro vinta, carabao sled, motor-bus, inter-island steamer, or passenger plane, adequate transportation facilities are available in the Philippines.